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SACRAMENTO CITY GENERAL PLAN

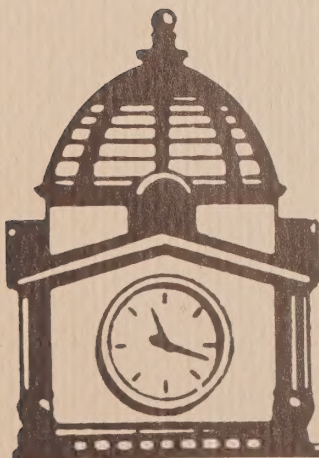
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ADOPTED BY
SACRAMENTO CITY COUNCIL
RESOLUTION 74-444
AUGUST 29, 1974



APPROVED BY
SACRAMENTO CITY
PLANNING COMMISSION
RESOLUTION 107
AUGUST 13, 1974

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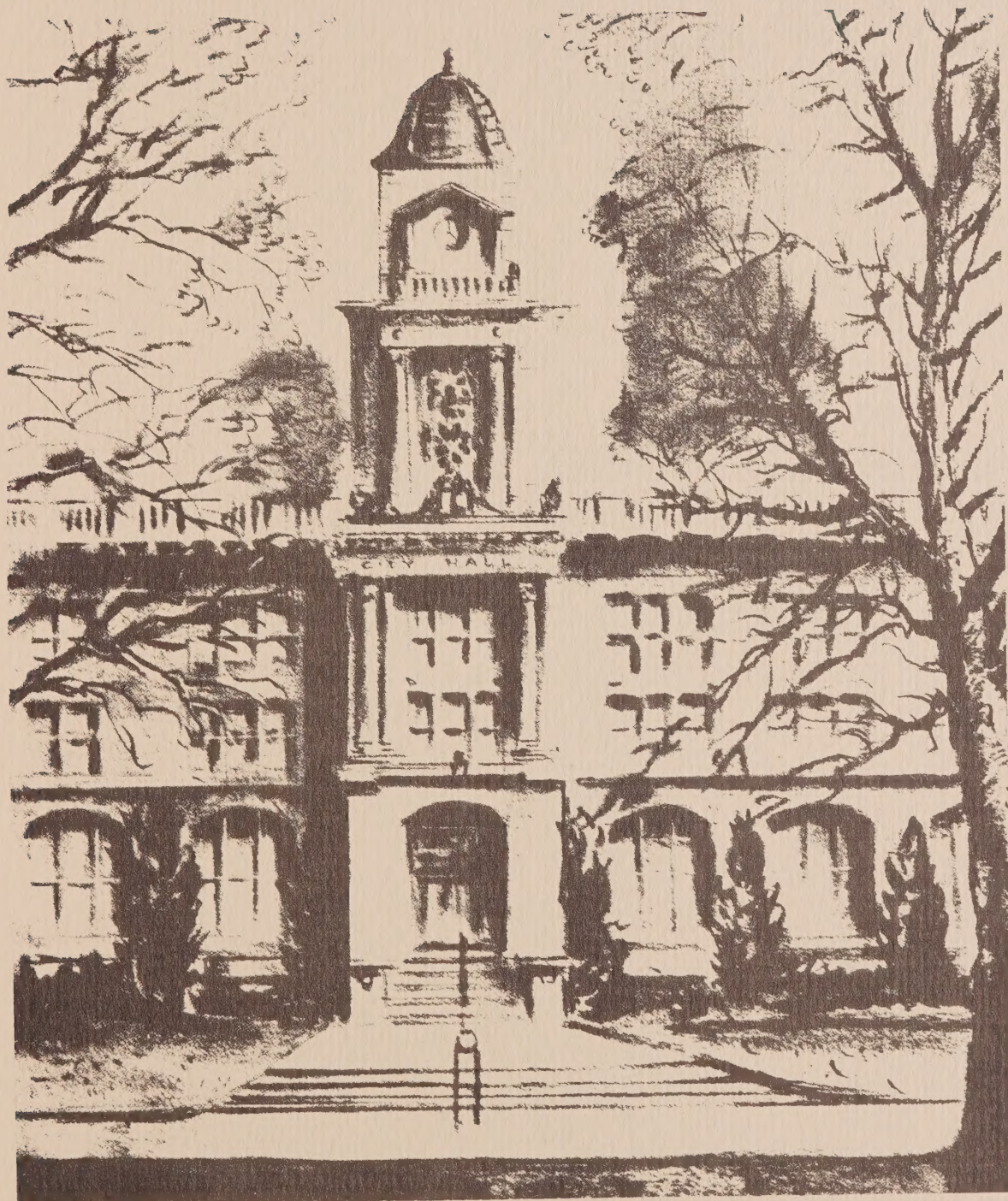
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INTRODUCTION

INTRODUCTION

This publication summarizes the goals, policies, population projections and other major features of the 1974 General Plan for Sacramento which was adopted by the City Council on August 29, 1974. It is intended primarily as a quick reference document for use by the general public. The detailed technical document, on the other hand, contains all of the narrative descriptions and supportive information. It is available from the Sacramento Planning Department.

BACKGROUND

Planning operates at many levels, and in different degrees of scope and time duration. It can be particularly meaningful for a city when it fits into a total, comprehensive framework. This framework for Sacramento is the General Plan as it is officially called in the City Code.

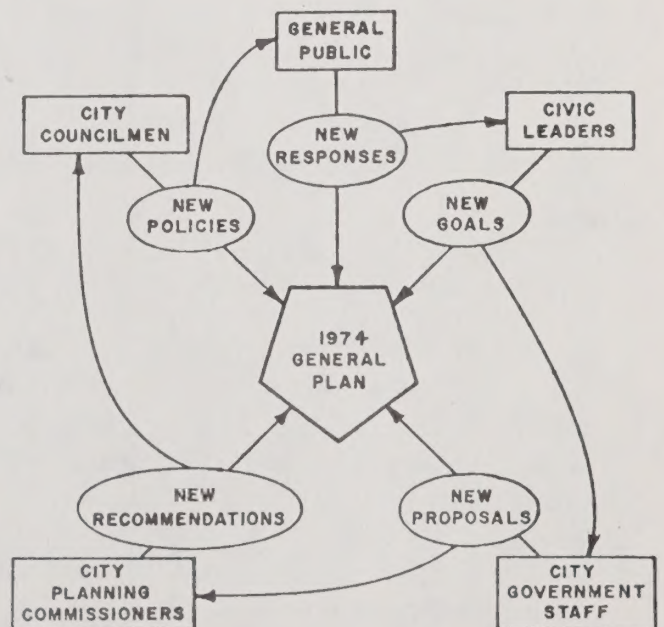
A General Plan is essentially a series of policy statements recommended by the City Planning Commission and adopted by the City Council. These policies are directed toward facilitating the rebuilding of transitional areas and promoting orderly physical growth. The Plan document is therefore intended as an active reference tool, one for consideration in reaching decisions in all aspects of the community's physical improvement. While the Plan is initiated and adopted within an official context, its value as a commitment to future action should be of equal significance to all Sacramentans who live and work in Sacramento.

Long before California gave planning powers to local jurisdictions, Sacramento was actively engaged in planning projects. At the time of its founding in 1849, General John A. Sutter, Jr., laid out the original plat map for Sacramento. During the early 1900's, several other plans were prepared by such well known names as Hegemann, Nolen, and Bartholomew. All of these plans, however, were fragmented in approach compared with general plans today.

By 1924 the first City Planning Commission was established as an advisory agency appointed by the City Council. The forerunner of our present day general plans was undertaken four years later by the consulting firm of Harlan Bartholomew and Associates. Land use, transportation and zoning plans resulting from this study provided the first implementing tools for use in making decisions regarding urban development.

The first comprehensive, long term general plan for Sacramento was prepared and adopted in 1959. This was followed seven years later with major revisions and updating, most of which were due to a doubling in the City's size through annexations and consolidation with the City of North Sacramento. Since 1966 territorial expansion has not been dramatic; however, outward extension of the urbanized area, replacement of obsolete development, new land use patterns and new State planning legislation have significantly changed or required addition to portions of the 1965 General Plan. Furthermore, refinements to the General Plan are continually being made through adoption of numerous comprehensive, but more specific, plans. Among those adopted after 1965 are five community plans for specific sections of the City, an American River Parkway Plan, an updated Major Street Plan and an updated Recreation and Parks Plan. A new Fire Protection and Service Plan was also adopted recently.

Formulation of the 1974 General Plan follows closely the planning process used in developing previous general plans. Public involvement, technical assistance, and coordination with concerned agencies and groups, both public and private, have been extensively used by the Planning Commission in formulating the present plan. A description of this process is summarized in the diagram following:



1974 GENERAL PLAN FORMULATION PROCESS

As with previous general plans, the 1974 General Plan for Sacramento is intended to provide guidance, coordination and continuity to the long-range physical development of the City. In this sense, however, it is not intended as a static device incapable of being changed to meet important community needs as they occur. The Planning Commission recognizes this potential limitation and periodically makes revisions. These are followed by a thorough reappraisal and general plan update every five to seven years. Caution is exercised by the Planning Commission and City Council, however, to see that specific changes do not adversely affect related segments within the total Plan.

SCOPE

The General Plan is primarily concerned with that portion of the metropolitan area inside the City of Sacramento, and that portion immediately contiguous to its boundaries. This does not mean to imply that planning for this single jurisdiction is insular in its approach. Goals, policies and programs cited herein are intended to recognize and support the broader related issues of county and regional agencies. Therefore, most of this document's component plans are in fact the result of mutually productive efforts by all levels of local government.

GOALS

General goals are starting points for planning physical development programs within Sacramento. They are broad statements of desire and as such give direction to those responsible for programming and planning the City's development. In this process the goals function as criteria against which alternative courses of action are evaluated. The result when applied to more specific plans is that these goals are usually more realistic and imaginative.

The City recognizes that its future growth is dynamic, affecting the urban growth outside its boundaries as well as being affected internally by external growth forces. It believes that a healthy, attractive environment now and for future generations to enjoy requires considerable effort directed at programs and policies for implementation which address themselves both to the existing urban fabric and to the growth aspects normally associated with expansion. The overriding goal is therefore to improve and conserve existing urban development and, at the same time, encourage and promote quality growth in expanding areas of the City.

Additional broad goals for the physical development of Sacramento follow. These are general in nature and have been amplified upon in their appropriate element sections for greater understanding as they relate to specific issues.

- 1 - Promote the distinctive character and identity of the City in a manner which is compatible with the larger metropolitan area of which it is a part.
- 2 - Achieve safe and adequate housing for all citizens and provide each with an opportunity for choice between alternative living environments.
- 3 - Achieve a safe, efficient, coordinated and balanced system of transportation facilities capable of serving the needs of all citizens.
- 4 - Develop a strong, diversified economic base and provide for the orderly distribution of employment and other economic opportunities.
- 5 - Provide opportunities for a full range of recreational activities to meet the demands of an expanding population with increasing amounts of leisure time.
- 6 - Provide all residents with opportunities for a wide range of cultural, social, educational, health, and commercial activities and facilities.
- 7 - Protect and manage the diverse and valuable natural land, water, and air resources for the use and enjoyment of present and future generations.
- 8 - Develop and maintain a harmoniously balanced ecologic system and provide methods which enable man to continue physical development on the land without upsetting that balance.
- 9 - Conserve and protect the City's older residential neighborhoods.
- 10 - Protect and promote viable, self-containing residential and commercial neighborhoods.
- 11 - Promote a balance between economic development and the neighborhood residential environment in the Old City.
- 12 - Give strong emphasis to the preservation of historically and architecturally significant structures in Sacramento.

URBAN GROWTH

As previously stated in the goals section, the City of Sacramento is vitally concerned with improving and conserving the existing urban development and, at the same time, encouraging and promoting quality growth in expanding areas. Special care has been taken that the General Plan conforms with the expressed goals of the public. Urban growth, in particular, has been a major concern in the past and will continue to be long into the future.

There is increasing evidence that the public revenues generated by certain types of residential development in the City fall short of meeting the public costs resulting from their development. These unmet costs may occur in education, public works, law enforcement or other governmental areas. Regardless of where the deficit occurs, these costs must be met by other revenue sources.

The issue of the costs of urban growth and how they are to be borne is addressed elsewhere in this document as is the question of implementation measures aimed at providing decision makers with functional economic data on governmental costs.

This General Plan introduces an approach aimed at controlling urban sprawl and emphasizing that quality is a worthwhile goal for newly expanding urban areas. The right kind of development in the right place is important. While it is also important to discourage the wrong developments in the wrong places, the major emphasis is toward positive programs which encourage good timely developments in line with the best use of the land.

It is the policy of the City of Sacramento to discourage urban sprawl in order that wasteful, undesirable and illogical growth along the urban fringe does not occur. By implementing this policy, increased efficiency and greater economy in public services may be obtained, especially with respect to such services as police and fire protection, water and sanitary sewer systems, transportation systems, and schools.

It is also the policy of the City of Sacramento to support contiguous growth by preserving agricultural lands from urbanization, by placing lands not ready for urbanization into agricultural-open space until such time as they are needed, and by encouraging orderly expansion of urban utilities and facilities without their major, unwarranted extension.

TRENDS

The General Plan makes certain assumptions regarding urban growth and urban conservation and renewal which are predicated on past and present experience. The major trends leading to the proposals within this document are stated below in order to give every person a chance to interpret and evaluate the Plan in light of these trends.

- 1 - Residential construction will continue to occur along the City's urban fringe, with the greatest expansion in the next twenty-year period in the North Pocket, South Pocket, Northgate-Gardenland, Meadowview and Valley Hi communities.
- 2 - Natomas north of Interstate 880 freeway will not be needed for urbanization within the next twenty-year period.
- 3 - Greater emphasis will be placed on the retention and preservation of the single family housing stock within the older portions of the inner city.
- 4 - Urban renewal programs will continue to assist rebuilding of deteriorating neighborhoods, wherever they exist within the City.
- 5 - Greater emphasis will be given to design flexibility and the environmental aspects of new residential, commercial and industrial developments.
- 6 - The Central Business District within the Old City community will expand only slightly outward, but will tend to grow inwardly with new building construction and improvement activities.
- 7 - Open space and recreation lands will continue to be publicly and privately provided in increasing amount and varieties throughout the City.
- 8 - Programmed expansion and ongoing improvement of the existing street system will continue.
- 9 - Mass rapid transit which utilizes a fixed rail system will not be a physical form within the next twenty years; however, there will be greater emphasis on transportation modes other than the automobile.

- 10 - Increasing emphasis will be placed on environmental quality and on urban design which tends to make the overall visual characteristics of the City more attractive.
- 11 - Wholesaling and light manufacturing activities will continue to expand, and strengthen the City's position within the greater Sacramento area.
- 12 - Increased air transportation facilities, linking Sacramento with the major cities and nation, will enhance the City's role within the greater Sacramento and State areas.
- 13 - Employment in the Central Business District will increase, primarily due to continued growth of State government employment and the location of resulting office space needs in the Central Core of the City.
- 14 - There will be increasing public demand to hold the line on tax increases and, in order to provide needed municipal services, there will be new fiscal management approaches by all levels of government.
- 15 - Government expansion will continue to provide increased employment opportunities locally, but at a reduced rate over the 1960 to 1970 period.
- 16 - Urban redevelopment, community renewal, and direct development of public projects will continue to provide jobs and other economic benefits for the City.

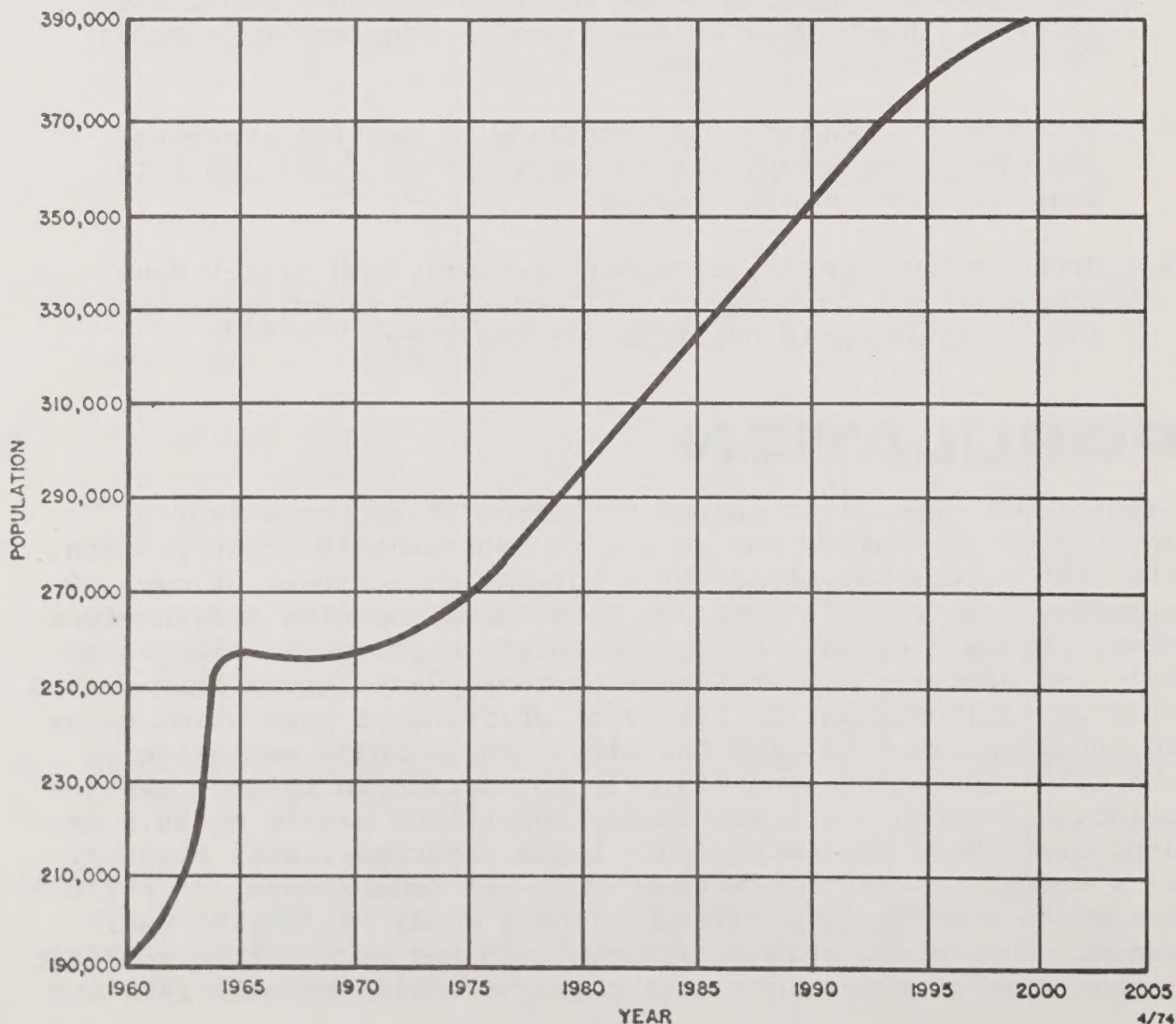
POPULATION

Significant population change in recent years has directly influenced the nature and extent of Sacramento's urban pattern. The 1950 decade was marked by a population increase of over 40 percent, most of which was due to natural increase and in-migration. Outward expansion from the urban core, especially southerly and easterly within the City, took place during this period. This was followed in the 1960's by shifting of population gains to suburban areas outside the City. While major expansion of the City's northerly and easterly boundaries in 1964-65 was the principal reason for a mid-decade population growth of 34.5 percent over 1960, the late 1960's trend reversed itself slightly if a comparison is made between the 1964 census count of 257,822 residents and the 1970 adjusted census count of 257,105 residents. Population changes between 1960 and 1970 within specific communities of Sacramento, and building trends between 1970 and

the present have been carefully analyzed in preparing the forecast for the City.

These and more specific demographic characteristics furnished by the Bureau of the Census, California Department of Finance, and local sources provide the basis for the forecast and assumptions which follow. Like most forecasts and assumptions, however, the ones herein do not provide a firm set of predictions since population increase or decline could be affected by future events which, at this time, are not assumed to occur. Changes in economic structure, migration, or family patterns could materially alter any forecast. It is for this reason that projections of population are frequently reviewed as part of the normal planning process, and adjustments are made based on the most reliable information obtainable at the time.

LONG RANGE POPULATION FORECAST FOR CITY OF SACRAMENTO



4/74

Population forecast. A long-range forecast of population growth for the City is shown in the foregoing chart. It forecasts a relatively moderate growth rate for the next twenty-year period to 1995 of 1.70 percent annually. This is an increase of approximately 47 percent over the 1970 count, and assumes the present territorial boundaries of the City can more than adequately accommodate this population increment.

PRIORITIES

Implementation of all the specific plans, programs and studies recommended in this document cannot be accomplished realistically within a short period immediately following General Plan adoption. Many of them, however, can and should be implemented as soon as possible, either because they are presently being studied or because they are of such urgency as to warrant immediate attention. By setting priorities of action which consider present constraints and resources available to the City, the Planning Commission and its department staff have a guide for addressing planning issues in appropriate sequence.

The following priorities attempt to define the most critical planning issues currently facing the City. These are grouped in two general priority categories rather than numerically. Omission from this listing of other planning issues is in no way meant to minimize their importance.

Highest Priority

- 1 - Completion of American River Parkway Corridor zoning and development standards.
- 2 - Completion of the Central City (Old City) Study.
- 3 - Completion of update and revision of the Zoning, Subdivision and Sign Ordinances.
- 4 - Initiation of an amendment to the Zoning Ordinance to provide for beautification of major entryways into the City.
- 5 - Establishment of the Capitol Building and Planning Commission, and establishment and updating of the Capitol Area Plan.

Next Highest Priority

- 1 - Review and update of the City's community plans.
- 2 - Completion of Sacramento River Parkway studies.
- 3 - Initiation and/or completion of studies related to public and private transportation methods.
- 4 - Completion of the Bikeways Master Plan for the City.
- 5 - Improvement in coordination of school site acquisition and disposition with planning for the surrounding neighborhoods and communities.

Implementation of most of the foregoing priorities, other General Plan recommendations, and other matters facing the Planning Commission ultimately involve capital expenditures for public improvements or in some way have an impact upon government service costs. In order to increase the effectiveness of the planning process concurrent with widespread practices of other municipal governments, two basic procedural and policy changes have been adopted. The first change is to involve the Planning Commission in the review of the City's yearly Capital Improvement Program. The second change is to develop a cost/benefit analysis system for utilization by the City's policy making bodies for determining the financial impact of proposed major developments within the City. This latter change may require modification and reorganization of the budgeting procedures to provide meaningful City service cost figures on an incremental basis.

Two additional policies have been adopted to increase the effectiveness of the planning process in Sacramento. As part of the community plans updating process, all land uses shown on the adopted plans will be reviewed for zoning consistency, and necessary changes will be made to bring these uses into conformity. The Planning Commission will also prepare an annual progress report which addresses itself to the status of planning tasks that have been listed in the priority categories above. This latter step will serve as a basis for evaluating and informing the public concerning its progress.

SPECIFIC POLICIES

LAND USE & HOUSING
POLICIES



NOISE & AIR POLLUTION POLICIES



TRANSPORTATION &
PUBLIC FACILITIES
SERVICES
POLICIES



GENERAL SAFETY &
COMMUNITY DESIGN
POLICIES



CONSERVATION
& OPEN SPACE
POLICIES



LAND USE ELEMENT

Residential policies. The following residential land use policies are adopted:

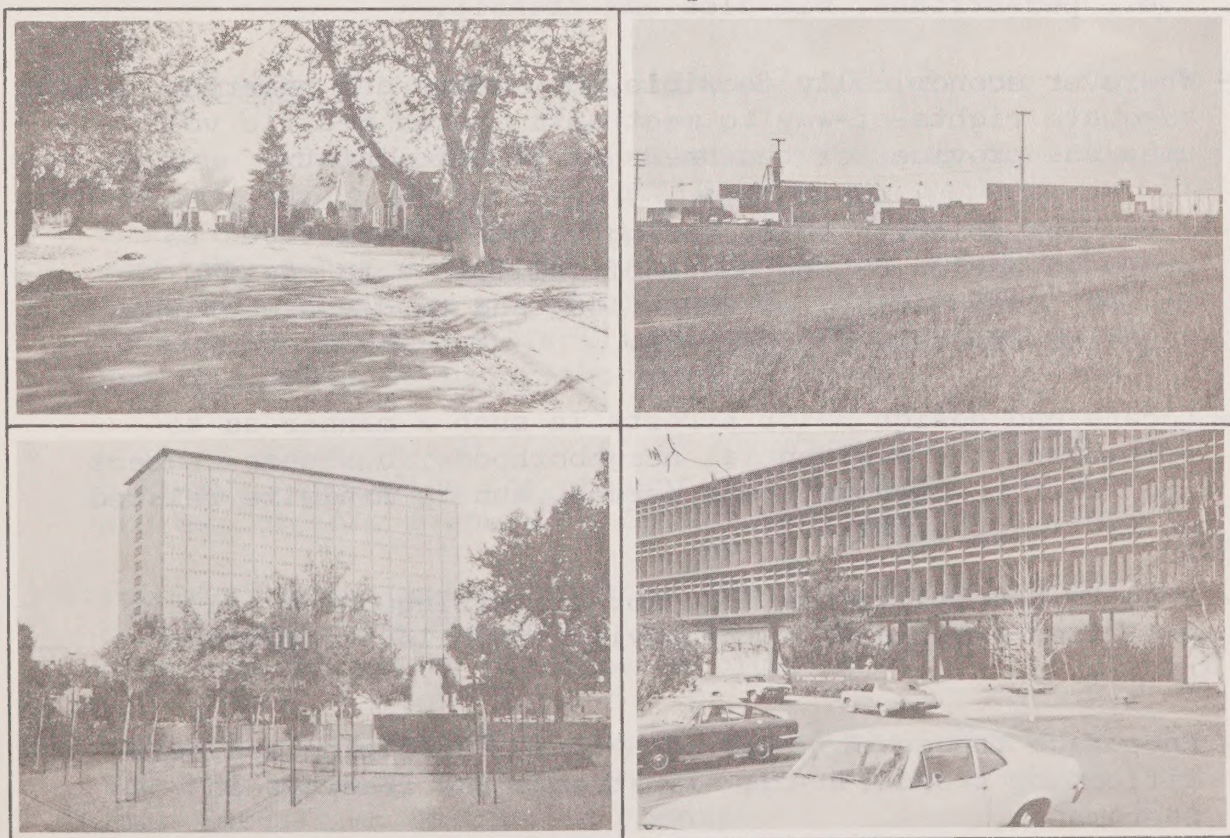
- 1 - Maintain a balance between residential building intensity (density) and the capacity of circulation and other service-system facilities.
- 2 - Continue to make environmental quality an important consideration in all planning decisions related to implementation of residential development.
- 3 - Preserve established residential areas from deteriorating influences.
- 4 - Recognize new concepts for residential land use design and technology, and consider their appropriate use with existing forms of residential development.
- 5 - Encourage more privately owned recreation and open space facilities as well as other amenities in residential projects.
- 6 - Continue to seek solutions to development of large lots and scattered housing areas in the more intensely urbanized sections of the City.
- 7 - Continue to revitalize deteriorating residential areas by using the most appropriate programs and tools available to the City.
- 8 - As part of the Central City Study, specific methods and recommendations should be identified which encourage the conservation and rehabilitation of the existing residential uses in the Old City.
- 9 - Prevent the intrusion of incompatible uses into residential areas throughout the City.
- 10 - Prevent incompatible residential development adjacent to the American and Sacramento River Parkways, and in particular incompatible visual intrusion into the American River Parkway.

Commercial policies. The following commercial land use policies are adopted:

- 1 - Continue to support programs and development projects directed at retaining and improving the role of the Central Business District as the major retail trade and financial center for the region.
- 2 - Discourage the extension of commercial strips, and give special attention to those existing problem areas by initiating studies to regroup them into viable commercial districts which serve the needs of their adjacent neighborhoods and communities.
- 3 - Require that heavy commercial uses, such as warehousing and other distribution-type activities, be located in areas which are well buffered from residential development and other land uses where incompatible relations would be created.
- 4 - Guide development of shopping centers of appropriate size and location according to recommendations detailed in the 1963 report, "A Plan for Shopping Centers" until such time as this report can be reviewed and updated.
- 5 - Promote shopping center developments that are in harmony with neighboring areas.
- 6 - Develop methods which better coordinate city and county controls affecting the placement of commercial land uses where these uses have a service impact on both jurisdictional areas.
- 7 - Give special attention to the proper distribution and site selection for highway commercial activities along State highways and freeways with the aim of providing an adequate amount of services at a limited number of locations for use by interurban travellers.
- 8 - Prevent incompatible commercial development adjacent to the American and Sacramento River Parkways, and in particular intrusion into the American River Parkway.

Industrial policies. The following industrial land use policies are adopted:

- 1 - Continue to protect residential areas that are adjacent to industrial land by requiring within the industrial park developments separate internal street systems and other amenities that serve as buffers.
- 2 - Provide adequate land for industrial growth.
- 3 - Minimize adverse aesthetic and environmental conditions which could arise from specific industries or site locations by encouraging the use of industrial park development practices.
- 4 - Encourage new industrial development within the community to broaden the opportunities for employment and provide for a broader, more diversified tax base.
- 5 - Prevent industrial land uses within the American River Parkway. Also prevent incompatible industrial development adjacent to the American and Sacramento River Parkways, and in particular incompatible visual intrusion into the American River Parkway.



Examples of local residential, industrial, public and office uses. 13

CIRCULATION ELEMENT

Major street policies. The following major street policies are adopted:

- 1 - Initiate a study to determine and promote the optimum transportation alternatives for the City of Sacramento. Following this study, implement incentive programs to encourage the use of alternative modes of transportation.
- 2 - As part of the Central City Study make specific recommendations which reduce the impact of the automobile upon residential districts within the Old City.
- 3 - Closely coordinate the review and updating of the major street system with county, regional and state agencies where mutual or reciprocal responsibilities are involved.
- 4 - Land development proposals shall continue to be approved subject to meeting the requirements necessary to implement the planned major street system.
- 5 - Utilize street design criteria that provide integration of all modes of transportation that use the street system, i.e., pedestrians, bicycles and transit.
- 6 - Wherever economically feasible, designate and reserve adequate rights-of-way to meet anticipated traffic volumes and provide for the needs of traffic safety.
- 7 - Give high priority to preparing viable alternatives to proposed action by the State of California to rescind the freeway designation for Route 148, and to dispose of the acquired right-of-way property.
- 8 - Locate and design major streets in such a manner as to complement the residential neighborhoods, business centers and other homogenous areas served, and to minimize related aesthetic problems.
- 9 - Promote and utilize methods for minimizing noise and air pollution associated with heavily travelled traffic corridors.
- 10 - Encourage the development of better landscaping and beautification standards for all streets and freeways in Sacramento.

Pedestrianway policies. The following pedestrianway policies are adopted:

- 1 - Pedestrianways shall be recognized as an integral but separate transportation system that merits promotion in existing and future land development. In portions of the City where separate systems are not feasible, but where sidewalks and gutters are non-existent, priority for their construction should be emphasized.
- 2 - Promote and utilize acceptable new design and location criteria for pedestrianways which enhance their use and safety throughout the City.
- 3 - Actively support appropriate local and state legislation which provides for an increased level of safety and convenience for pedestrianway users.
- 4 - As part of the Central City (Old City) Study, give consideration to promoting pedestrianways in the residential portions by closure of streets to form superblocks, and by greater utilization of the newly created inner block areas for pedestrian travel.

Bikeway policies. The following bikeway policies are adopted:

- 1 - Prepare and implement a comprehensive bikeway plan for the City which serves both utilitarian and recreational needs of the residents. This plan should be in harmony with the countywide Bikeways Master Plan. Particular attention should be given to central city bikeways and to bicycle protection facilities at parking nodes along bus routes and in major shopping centers.
- 2 - Utilize where feasible existing programs for funding new bikeways, including the present bike licensing program, and explore new avenues of financing needed facilities.
- 3 - Promote to the greatest degree possible the separation of bikeways from the street system in order to provide even greater safety benefits to bicyclists.
- 4 - Continue to participate in and support the efforts of the Bikeway Task Force in preparing a Bikeways Master Plan for all of Sacramento County.

Airport policies. The following airport policies are adopted:

- 1 - Promote and encourage orderly and timely development of both commercial and general aviation facilities.
- 2 - Provide comprehensive ground transportation systems that complement air transportation facilities.
- 3 - Support policies that enhance the role of Sacramento Metropolitan Airport in the Northern California area.
- 4 - Coordinate with the Sacramento Regional Airport Land Use Commission in the development of policies which ensure a satisfactory relationship between private land uses and the safe, efficient use of airports inside the city and county.

Railroad policies. The following railroad policies are adopted:

- 1 - Encourage retention and promotion of transcontinental railroad passenger service to and through the Sacramento area.
- 2 - Encourage retention and addition of railroad trackage necessary to promote and retain industrial land uses.
- 3 - Where feasible, eliminate unneeded railroad trackage and convert the unused rights-of-way to appropriate land uses.

Deep water port policies. The following deep water port policies are adopted:

- 1 - Promote the Port of Sacramento in its expansion efforts, consistent with other policies of the General Plan.
- 2 - Promote the Port of Sacramento as a major component of the local industry base and as an essential public service.

Public transit policies. The following public transit policies are adopted:

- 1 - Support and encourage improved regional bus service in the Sacramento area.
- 2 - Support continuing transportation studies to refine and improve transit plans.
- 3 - Consider the impact on transit usage of land use, subdivision, and parking policies. Where possible, design and locate facilities in such a way as to encourage people to use transit.
- 4 - Give special attention within the Central City (Old City) Study to ways of encouraging public transit use and meeting the public transit needs of the Old City residents and Central Business District users.
- 5 - Promote studies which lead to the improvement of inter-urban travel by modes other than the automobile.



PUBLIC FACILITIES & SERVICES ELEMENT

Recreation and parks policies. The following recreation and parks policies are adopted:

- 1 - Emphasize the acquisition and improvement of recreation facilities which link nodal areas such as community or neighborhood parks with linear areas such as trail systems or greenbelts.
- 2 - Review and update the Recreation and Park Plan for Sacramento...such review should include but not be limited to
 - a - updating current resources,
 - b - updating acquisition and improvement priorities,
 - c - studying waterways for establishment of trail systems, and protection and enhancement of significant natural vegetation, and
 - d - including citizens from each of the City's planning communities in the process of determining current and future recreation and park needs.
- 3 - Continue using residential development fees for providing both nodal and linear recreation areas.
- 4 - Continue practice of providing outdoor recreation facilities on or adjacent to public schools.
- 5 - Develop standards for providing "mini-parks" as opposed to more conventional neighborhood or community parks in the more highly urbanized sections of the City.
- 6 - Ensure adequate public access to the American and Sacramento Rivers in newly developing areas through continued administration of dedication or in lieu fee provisions of the subdivision ordinance.
- 7 - Study new programs and incentives that promote trail systems through subdivisions which are separate from the vehicular circulations system.
- 8 - Continue to develop bikeway systems in the urbanized sections of the City, and study the feasibility of expanding the system to include connections between major shopping and employment centers and outlying residential area.
- 9 - Complete the Sacramento River Parkway Study and begin implementation as quickly as possible.

- 10 - Work closely with county and regional agencies in developing a comprehensive system of trails both inside and outside the City.
- 11 - Make optimum use of municipal service corridors such as drainage courses and power transmission easements in the City by providing trails for pedestrians, bicycles and equestrians along their length.
- 12 - Continue to study the feasibility of securing an open space-linear greenbelt along the Old Sacramento Northern Railroad right-of-way extending from the northern City limits to the American River.
- 13 - Concurrent with specific planning of linear recreation areas, take appropriate measures to safeguard against problems presently associated with public access to drainageways.

School policies. The following school policies are adopted:

- 1 - Continue to work closely with school districts in all facets of school site and facilities planning.
- 2 - Work with the various districts in solving the more pressing contemporary problems that affect the location, design and type of schools needed to best serve the community; and incorporate these solutions in the General Plan.
- 3 - Explore new ways of using school facilities for "non-school activities" during non-school hours and on a year-round basis.
- 4 - Promote the maximum use of new facilities by incorporating the school-park concept in site planning.
- 5 - Undertake a comprehensive study of those elementary school properties which are to be eliminated because of the 1933 Field Act and recommend suitable new uses for these properties.

Police services policies. The following police services policy is adopted:

- 1 - Direct the appropriate City departments to develop specific design criteria to be utilized when evaluating all physical development proposals, the primary intent of such criteria being to reduce potential policing problems and to improve police protection and related services to those areas.

Fire station policies. The following fire station policies are adopted:

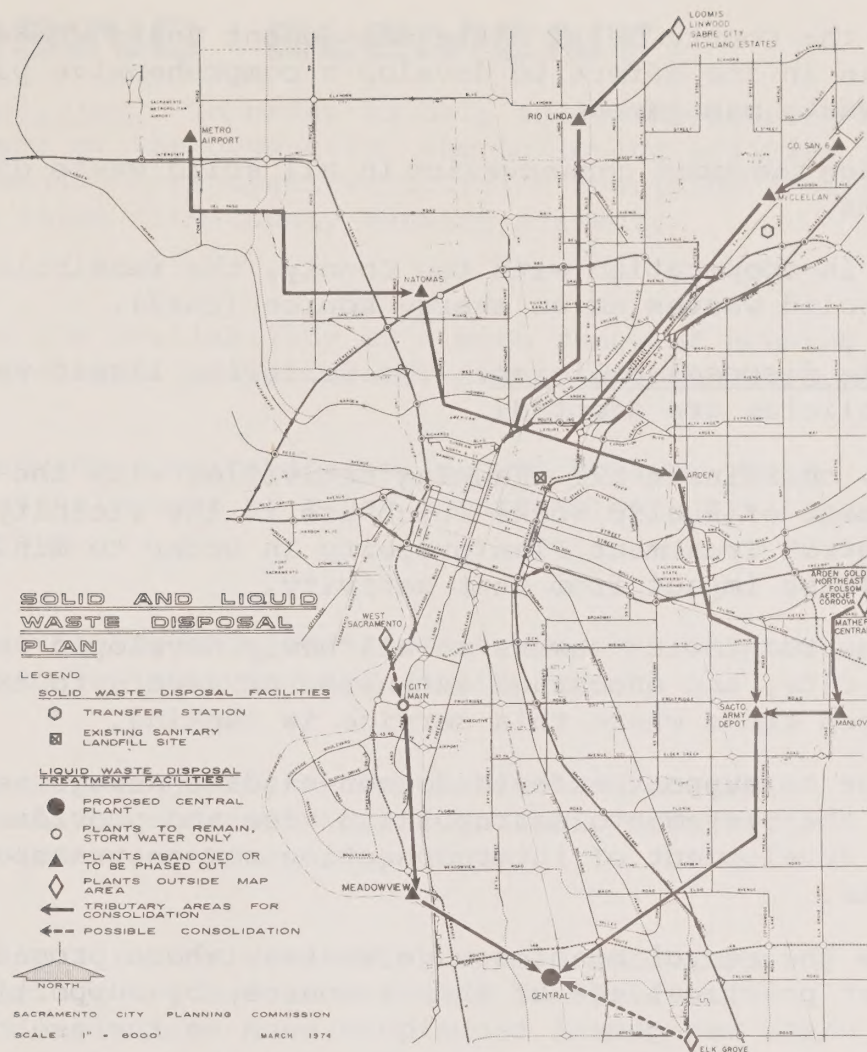
- 1 - Continue to support all efforts directed at providing the best fire protection services for the least cost.
- 2 - Ensure that adequate water supplies are available for fire-fighting equipment in newly developing areas.
- 3 - Work with the various fire protection districts bordering the City in establishing centralized communications and fire fighter training facilities.
- 4 - Promote greater coordination of land use development proposals with the Fire Department in order to insure adequate on-site fire protection provisions.

Library policies. The following library facilities policy is adopted:

- 1 - Encourage and promote continuity in the development of long-range plans for joint city-county library facilities and services. Such planning should reflect the needs of all of the public served in the consolidated city-county system.

Medical and health care facility policies. The following medical and health care facility policies are adopted:

- 1 - Continue to support efforts by other agencies which are directed at consolidating medical and health care planning efforts.
- 2 - Support the goals and policies of the Golden Empire Regional Comprehensive Health Council for comprehensive medical facilities plans for the greater Sacramento area.
- 3 - Where possible, encourage all new health care facilities and expansion of existing facilities to avoid expensive duplication of services.
- 4 - Cooperate with the County Health Agency in expanding the plan for providing health services to areas currently underserved.
- 5 - Continue to have GERCHC review all incoming applications for new or expanded medical facilities.



Solid waste disposal policies. The following solid waste disposal policies are adopted:

- 1 - Continue present sanitary landfill operations at the present 28th and A Streets site.
- 2 - Refine plans to convert the 28th and A Streets site to a recreation facility upon completion of landfill operations.
- 3 - Explore, in conjunction with the County, long-range solutions to solid waste management that emphasize ecological and environmental protection.
- 4 - Encourage and support efforts for the establishment of a refuse disposal site for toxic industrial or agricultural waste materials.
- 5 - Develop and implement programs to recycle solid wastes.

- 6 - Assist the County Solid Waste Management Board wherever possible in its effort to develop a comprehensive plan for solid waste management.
- 7 - Encourage resource conservation in all solid waste disposal programs.
- 8 - Study, in cooperation with the County, the feasibility of using solid wastes as an energy source (fuel).

Liquid waste disposal policies. The following liquid waste disposal policies are adopted:

- 1 - Closely coordinate all planning activities with the County Department of Public Works which are in the vicinity of the new Central Treatment Plant property in order to minimize any adverse impact from that activity.
- 2 - Continue to provide sewers to all newly developed sections of the City, and encourage extension of sewers to existing developed areas where this service is lacking.
- 3 - Continue to support efforts to consolidate sewage services within the Sacramento metropolitan area and provide for the phased development of interconnecting sewage transport networks.
- 4 - Promote the recycling of sewage wastes, where proved to be the most practical use of this resource, by supporting liquid waste management techniques such as the use of methane gas as a source of energy, and the production of agricultural nitrogen for fertilizer.
- 5 - Gradually phase out sewage treatment operations at the Meadowview Waste Water Treatment Plant and the Natomas Sewage Treatment Plant, and limit the operation of the Main Waste Water Treatment Plant to high runoff periods.
- 6 - Continue to cooperate with other agencies in solving mutual liquid waste disposal problems.

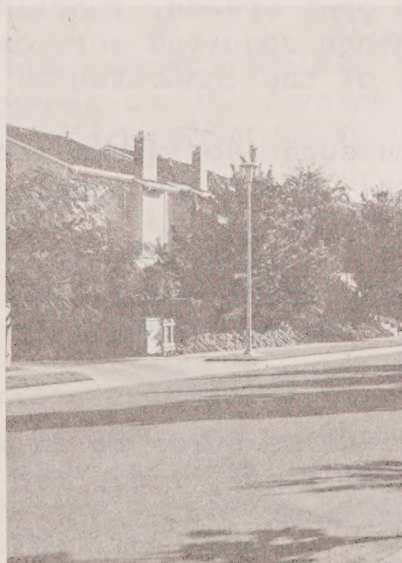
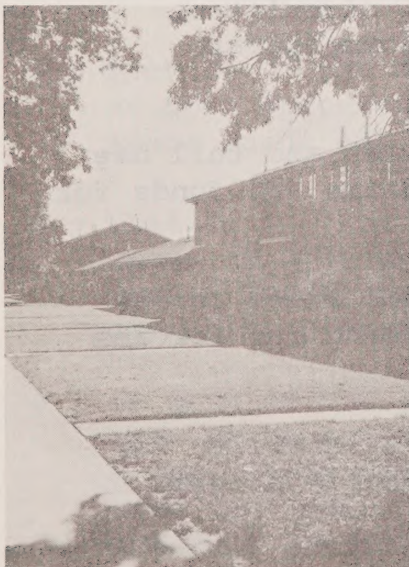
Water supply policies. The following water supply facilities policies are adopted:

- 1 - Encourage private well system users to utilize the municipal water supply system facilities where the service is presently available.
- 2 - Promote the long-term inclusion of all City areas into the municipal water supply system.
- 3 - Continue to provide high quality water supply facilities and services to City residents.

HOUSING ELEMENT

Housing policies. In order to help solve the housing needs and problems of the community, the following policies are adopted pending more specific policies resulting from completion of a joint City-County housing element:

- 1 - Ensure the availability of a wide range of housing types that are open to all income, ethnic or other groups by
 - a - Providing suitable replacement housing where redevelopment or other construction activities occur,
 - b - Continuing code enforcement programs which relate to improving the housing stock,
 - c - Encouraging programs to assist and counsel families and individuals in their efforts to obtain decent housing,
 - d - Supporting private efforts to provide housing for low and moderate income families and individuals,



- e - Rehabilitating or improving substandard housing through existing programs and the initiation of new ones,
 - f - Continuing to improve zoning and subdivision ordinances and procedures related to providing a greater variety of housing types,
 - g - Supporting research programs for innovative techniques and means of reducing housing costs,
 - h - Encouraging the use of all federal, state and local programs that assist in providing a wide range of housing types for all residents of the City,
 - i - Supporting tax laws and assessment procedures which encourage the maintenance, repair and improvement of existing residential dwellings.
- 2 - Fully utilize principles of physical design which promote the attractiveness, stability and livability of residential areas throughout the City by
- a - Investigating and implementing where feasible new housing design techniques which enhance the surrounding area, and
 - b - Continuing to provide proper land use relationships, recreation and open spaces, functional circulation patterns and other required services commensurate with the needs of the inhabitants.
- 3 - Take appropriate measures to insure retention and full use of available federal, state and local programs and funds for meeting housing needs by
- a - Pursuing actively those federal programs which relate particularly to the development of housing for low and moderate income groups,
 - b - Taking appropriate measures to insure eligibility for available federal funds, i.e., for workable program recertification, and
 - c - Developing new techniques for funding locally financed housing projects and programs.

OPEN SPACE ELEMENT

General policies. The following general open space policies are adopted:

- 1 - Emphasize open space provisions in the development or renewal of urban-type land uses.
- 2 - Protect open space lands by discouraging the premature or unnecessary extension of public services into them which would facilitate their urbanization.
- 3 - Provide open space areas in Sacramento on the basis of acquisition and improvement priorities. Give programs for acquisition, development or maintenance of open space land in established urban areas at least financial parity with programs for acquisition in less developed areas.
- 4 - Give priority to open space areas which reflect the highest number of open space functions, i.e., managed resource production, resource preservation, outdoor recreation, public health and safety, visual amenity, and utility functions.
- 5 - Provide open space areas in Sacramento by utilizing to the greatest degree possible all available methods and techniques.
- 6 - Encourage preservation of privately-owned open spaces. Such open spaces shall be considered an adjunct to, but not a substitute for, public open space needs.
- 7 - Provide to the maximum extent possible linear connections of open space throughout the City which link major open space lands and highly urbanized areas.
- 8 - Utilize citizen participation in determining open space needs in subsequent refinements of the Open Space Element. These needs should be related to the various community planning areas of Sacramento.
- 9 - As part of the public's continuing involvement in the open space planning process, consideration should be given to the appointment of a citizens advisory committee to review and update the City's present Recreation and Parks Plan and assist at the same time in the process of implementing the recommendations and policies of the Open Space Element.

- 10 - As a planning alternative, consideration should be given by the Commission to permitting some highway commercial and industrial land uses in the Natomas area which is recommended for retention as agricultural open space. Such uses could be evaluated on the existence of unique physical and economic conditions which would not induce major ancillary growth in their vicinity. Consideration of this planning alternative could be made following a study by the Planning Department, and in preparation for rezoning lands in the Natomas area from the "A" agriculture zone to the "A-OS" agriculture-open space zone.

Managed resource production policies: The following managed resource production policies are adopted:

Agricultural areas

- 1 - Reserve the Natomas area north of Interstate 880 for commercial agriculture by
 - a - using Williamson Act contracts to preserve these lands in an agricultural land use status,
 - b - defining development standards, permitted uses and minimum acreage for agricultural areas, and
 - c - exploring alternative programs which have a positive effect on retaining open space for agriculture purposes.
- 2 - Review City agriculture-urban reserve areas at the time of General Plan updating every 5 to 7 years and adjust these areas if contiguous urban growth warrants the change.
- 3 - Review permanent agriculture areas every 20 years and adjust these areas if warranted.
- 4 - Prohibit the formation of new urban-type assessment districts or the expansion of existing districts inside designated agricultural lands.

Mineral supply areas

- 1 - Designate the Granite Construction Company property (already deeded or under contract to be deeded to the City) as permanent public open space.
- 2 - Explore the feasibility of using unrestored sand and gravel sites for special recreation or other open space type pursuits which generally cause adverse impact upon the urban environment and especially residential areas.

Water supply areas

- 1 - Secure open space use of near-surface aquifer recharge zones where the land can also be used for other open space functions.

Resource preservation policies. The following resource preservation policies are adopted:

Natural flora and fauna areas

- 1 - Limit the intrusion of man and his activities within natural flora and fauna areas to controlled educational and scientific programs, and to controlled penetration of trails.
- 2 - Encourage the preservation of natural areas designated for the City portion of the American River Parkway and expand the natural area to include the grasslands on the westerly half of Cal Expo property south of the levee, and the Bushy Lake lagoon area.
- 3 - Encourage the preservation of riparian habitats along the Sacramento River, in the vicinity of Beach Lake, along the Natomas East and West Main Drainage Canals, Bannon Slough, Arcade Creek, and in other areas that may warrant preservation at a later time.
- 4 - Develop standards which provide a balance between natural open space and man-made improvements along all drainage ways inside the City.

Man-made areas

- 1 - Use open space wherever practical to complement significant cultural, historical or archaeological features within the overall community.

Outdoor recreation policies. The following outdoor recreation policies are adopted:

Nodal and linear recreation areas

- 1 - Emphasize the acquisition and improvement of recreation facilities which link nodal areas such as community or neighborhood parks with linear areas such as trail systems or greenbelts.

- 2 - Review and update the Recreation and Park Plan for Sacramento.....such review should include but not be limited to
 - a - updating current resources,
 - b - updating acquisition and improvement priorities,
and
 - c - including citizens from each of the City's planning communities in the process of determining current and future recreation and park needs.
- 3 - Continue using residential development fees for providing both nodal and linear recreation areas.
- 4 - Continue practice of providing outdoor recreation facilities on or adjacent to public schools.
- 5 - Develop standards for providing "mini-parks" as opposed to more conventional neighborhood or community parks in the more highly urbanized sections of the City.
- 6 - Ensure adequate public access to the American and Sacramento Rivers in newly developing areas through continued administration of dedication or in lieu fee provisions of the subdivision ordinance.
- 7 - Study new programs and incentives that promote trail systems through subdivision which are separate from the vehicular circulation system.
- 8 - Continue to develop bikeway systems in the urbanized sections of the City, and study the feasibility of expanding the system to include connections between major shopping and employment centers and outlying residential areas.
- 9 - Complete the Sacramento River Parkway study as quickly as possible.
- 10 - Work closely with county and regional agencies in developing a comprehensive system of trails both inside and outside the City.
- 11 - Make optimum use of municipal service corridors such as drainage courses and power transmission easements in the City by providing trails for pedestrians, bicycles and equestrians along their length.
- 12 - Continue to study the feasibility of securing an open space-linear greenbelt along the Old Sacramento Northern Railroad right-of-way extending from the northern City limits to the American River.

- 13 - Concurrent with specific planning of linear recreation areas, take appropriate measures to safeguard against problems presently associated with public access to drainageways.

Public health and safety policies. The following public health and safety policies are adopted:

Potential hazard areas

- 1 - Provide open space for seismic safety inside the City where it is clearly warranted.
- 2 - Continue policies which limit development inside designated flood plain areas of the City.

Pollution buffer areas

- 1 - Provide sufficient open space around the Natomas and Central Sewage Treatment Plants to minimize the impact of potentially noxious odors on adjacent land uses.
- 2 - Encourage developers of residential subdivisions to use open space as a buffer to highly travelled streets and highways in the City.

Visual amenity policies. The following visual amenity policies are adopted:

Non-urban areas

- 1 - Continue to evaluate the impact of man and his activities upon the visual amenities offered by such non-urban features as open fields surrounding existing development and flood plain areas of the American and Sacramento Rivers; and take appropriate action to safeguard these amenities.

Urban areas

- 1 - Investigate the feasibility of adopting provisions whereby developers of commercial uses inside the Old City would be permitted "trade-offs" or "credits" in structure and site design which incorporate exceptional open space features.
- 2 - Designate important entrances to urban Sacramento, and initiate a study to upgrade and preserve existing amenities including open space as a possible feature thereof.
- 3 - Continue to seek improvement in the visual appearance of urban-type open space uses including, but not limited to, the use of landscaping as a technique to accomplish this end.

Utility policies. The following utility policies are adopted:

Municipal service corridors

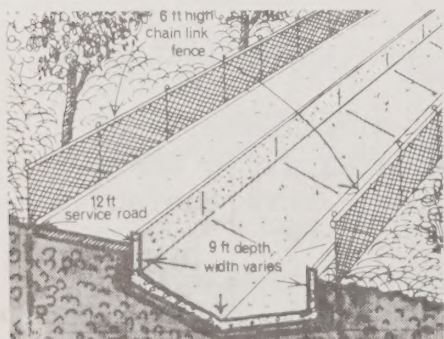
- 1 - Develop standards for the improvement of power transmission easements and drainageways in the City which reflect a balance between their utilitarian function and their potential linear recreation function or natural resource preservation function.
- 2 - Secure public rights to linear open space wherever possible within existing and future power transmission easements and drainageways.

Transportation corridors

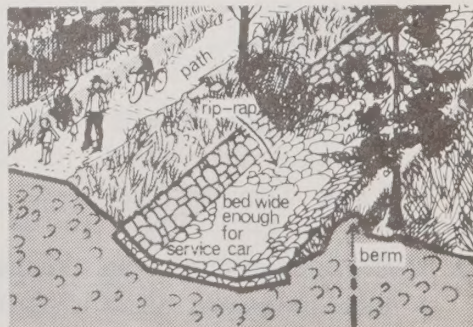
- 1 - Continue to improve the open space aspects of the vehicular circulation system through tree planting and similar landscaping programs.
- 2 - Encourage the use, where feasible, of open space as a design element in conjunction with waiting stations along public transit routes.
- 3 - Urge the State Division of Highways to landscape open spaces within transportation corridors under their jurisdiction as expeditiously as possible following construction activities.

Miscellaneous areas

- 1 - Take necessary action to ensure minimum adverse impact from future privately-owned open spaces which may be used for sanitary landfill operations, and encourage their restoration and retention as permanent open space upon termination of operations where feasible.
- 2 - Recognize cemeteries as providing an important form of open space, and therefore protect them from any unforeseen conversion to other than open space use.



New design concepts for waterways can increase their usage in several areas of the City as more valuable open spaces.



CONSERVATION ELEMENT

General policies. The following general policies apply to the conservation, development and utilization of all natural resources within the City of Sacramento:

- 1 - Development of a public cost vs. public benefit study utilized as an integral element in analyzing the real costs and benefits of community growth should be considered prior to extended urban development.
- 2 - Recognize the importance of the Environmental Impact Review (EIR) program in evaluating all development projects which have a significant impact upon the City's natural resources. Appropriate steps should be taken to
 - a - Utilize the Environmental Impact Review procedure in evaluating all projects which have a significant impact upon the City's natural resources, and
 - b - Support and coordinate criteria for a major environmental impact study program, incorporating comprehensive City areas as opposed to individual development projects.
- 3 - Give full support to only those City-originated projects which are compatible with the concepts of the Conservation Element.
- 4 - Continue to coordinate and cooperate with county, regional, state and federal agencies in the development of more effective programs aimed at fostering the conservation, development, and utilization of natural resources within the greater Sacramento area.

Soil management policies. The following soil management policies are adopted:

- 1 - Encourage soil management practices on lands presently in agricultural use which follow guidelines established by the responsible federal, state and county agencies.
- 2 - Continue to use and improve engineering and construction standards for all urban and non-urban development which compensate adequately for soil limitations.

Mineral management policies. The following mineral management policies are adopted:

- 1 - All naturally sandy beach areas in the American River flood plain should be retained for their recreational and scenic value and not their value as a mineral extraction resource. Appropriate steps should be taken to save these areas from water erosion also.
- 2 - Detailed plans for complete restoration of open sand and gravel pits shall be a condition to issuance of all special permits for future sand and gravel extraction operations.
- 3 - Methods should be explored and recommendations be made for reclamation of existing open gravel pits where extraction operations have ceased.

Land reclamation policies. The following land reclamation policies are adopted:

- 1 - Continue to reclaim land for urban purposes using drainage improvement programs and requiring land fill operations in low lying areas of the City, only when appropriate for such land usage.
- 2 - Require that reclamation of gravel pits be subject to acceptable fill materials and detailed plans which indicate the final land form.
- 3 - Continue to encourage multiple purpose use of public and private utility easements and promote land reclamation programs which enhance these areas.

Solid waste management policies. The following solid waste management policies are adopted:

- 1 - Continue sanitary landfill operations which do not threaten existing water supplies and do provide a means of restoring land to a useful state again.
- 2 - Support the Sacramento Regional Area Planning Commission and Sacramento County in their efforts to develop effective solid waste management plans and programs for the entire Sacramento area.

Surface water, drainage and flooding management policies. The following surface water, drainage and flooding management policies are adopted:

- 1 - Continue to prohibit urban type uses in all areas which are subject to flooding by means of existing zoning and special permit regulations.
- 2 - Continue to upgrade the quality of surface waters and their drainage through existing urbanized areas of the City.

- 3 - Develop and improve water supply systems and facilities capable of serving projected population growth.
- 4 - Support legislation which sustains the flow of water in the American River at a level beneficial to local residents.
- 5 - Encourage private, quasi-public and public groups to participate in and to contribute to the planning and development of the water resources and to the management of water quality.
- 6 - Take appropriate steps to meet standards of surface water quality as set forth by the Regional Water Quality Control Board.
- 7 - Consider waste waters as an integral part of the water resources to be reclaimed to the maximum practical extent for re-use and prevent their ultimate disposal from resulting in the impairment of the quality of the water resources.
- 8 - Continue participation in all on-going studies conducted by local, state and federal agencies relating to management of the water resources available to the City and relating to the control of factors affecting the quality of these waters.
- 9 - Encourage the initiation of studies on the feasibility of a joint city-county agency for management of the water resources to include but not be limited to: the supply systems, waste water collection, treatment, reclamation and disposal, storm water and flood control systems and ground water management.
- 10 - Pursue methods of balancing the aesthetic qualities of streams, canals and other drainage facilities with methods of improving water quality and its utilization.

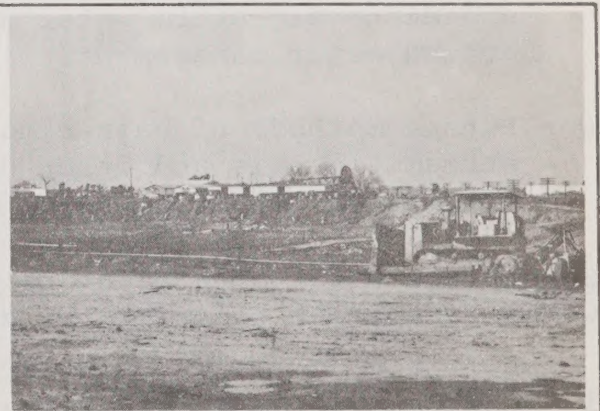
Subsurface water management policies. The following subsurface water management policies are adopted:

- 1 - Continue to cooperate with other agencies involved in ground water resource management studies aimed at reducing ground water extractions to an approximate value of long term safe annual ground water yield.
- 2 - Support the recommendations of the Water Resources Planning Study completed in October of 1971.

- 3 - Encourage private well system users to utilize the municipal water supply system facilities where the service is presently available.
- 4 - Consider ground waters as an integral part of the water resources and encourage local participation in all studies relating to the conservation, management and use of this segment of the water resources, and recommend the initiation of any actions deemed necessary to protect the quality and quantity of the usable underground waters.

Biological resource management policies. The following biological resource management policies are adopted:

- 1 - Limit marina development on both the Sacramento and American Rivers which would have an adverse impact on anadromous fish.
- 2 - Continue land use management practices on flood plain areas that protect wildlife habitats.
- 3 - Incorporate (into the Environmental Impact Review process) the findings of the California Department of Fish and Game relating to rare and endangered wildlife species and their habitats to insure protection of rare and endangered plant and animal species; and support federal, state and local policies and programs dealing with restoration and management of fish and wildlife.
- 4 - Permit vegetative cover along natural waterways throughout the City where it does not impair drainage.



A balance of land and water resources necessitates sound conservation practices. Among those considered in Sacramento are natural wildlife areas(left) and sanitary landfill sites at former gravel pits(right).

GENERAL SAFETY ELEMENT

Seismic and geologic safety policies. The following seismic and geologic safety policies are adopted:

- 1 - Undertake a study of any active faults found within the City to determine their width and other characteristics. Prohibit construction of structures for permanent occupancy across faults, should these be confirmed by the study.
- 2 - Initiate a comprehensive survey of all older buildings and places of public assembly, and recommend realistic measures to rehabilitate or remove those which are structurally unsafe.
- 3 - Initiate and adopt a parapet ordinance that would require the removal or strengthening of poorly anchored parapets or architectural detailings, and yet be in balance with the expressed community objectives for historical structure preservation.
- 4 - Ensure that full recognition is given to seismic hazards when updating all land use plans and planning-related implementation programs.
- 5 - Initiate a jointly sponsored city-county-state soils investigation of the downtown area to assess the potential liquefaction problem.
- 6 - Continue to require soil reports for determining expansive soils and subsidence problems on sites for new subdivisions or multiple-story buildings in the City of Sacramento.
- 7 - Support related General Plan policies for the overall safety and welfare of the community.
- 8 - Cooperate and coordinate with other public agencies in the investigation of seismic and other hazards, and support programs which mitigate these hazards.
- 9 - Adopt and implement the 1973 Uniform Building Code requirements that recognize state and federal earthquake protection standards for Seismic Zone 3 in the construction or repair of buildings.

Flood control policies. The following flood control policies are adopted:

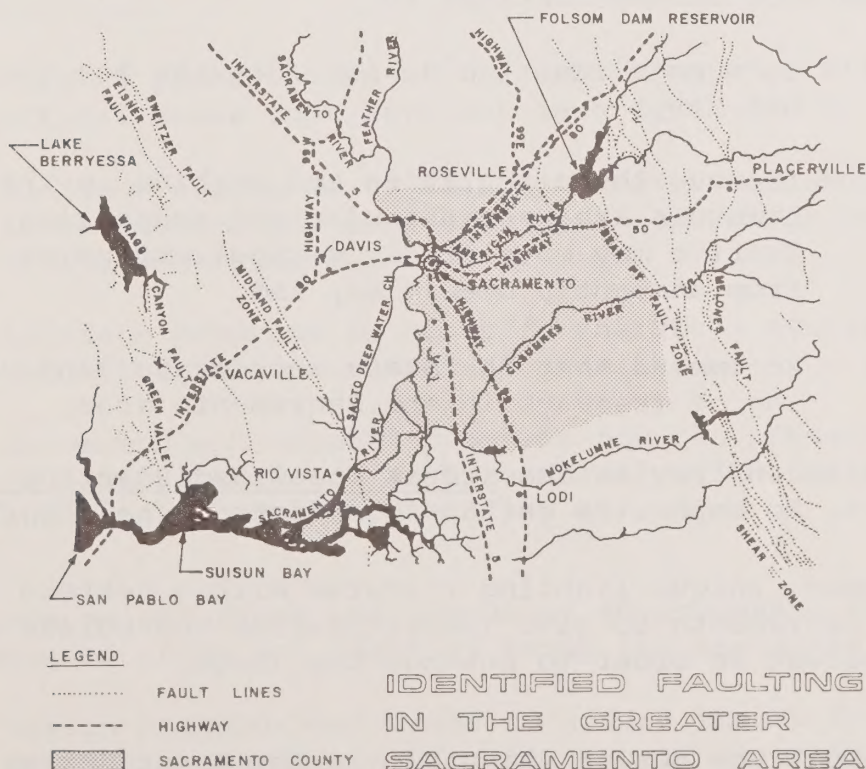
- 1 - Support federal, state and local programs for the maintenance and improvement of the river floodway and levee systems in the City of Sacramento.
- 2 - Continue to administer flood zone regulations for safeguarding property and human life.
- 3 - Improve natural drainage-ways in such a manner as to balance the protection of abutting uses with the consideration of environmental and recreational open space needs.
- 4 - Continue to provide storm drainage improvements in newly developing sections of the City and upgrade substandard drainage facilities.
- 5 - Continue local efforts to encourage the implementation of the Federal Flood Insurance Program for the City of Sacramento.
- 6 - Take steps, within the parameters established by law, to eliminate all nonconforming uses from inside the American and Sacramento River flood plains.

Fire protection and prevention policies. The following fire protection and prevention policies are adopted:

- 1 - Continue the Fire Department's program for the inspection of all public and private buildings, and the review of all future developments to ensure maximum safety from potential fire hazards in the City of Sacramento.
- 2 - Ensure that existing and proposed buildings of public assemblage have adequate fire protection measures to reduce the potential loss of lives and properties.
- 3 - Support and implement the General Plan for Sacramento and its section pertaining to fire stations to ensure adequate service areas.
- 4 - Support a special program to improve the level of fire prevention for mercantile properties, especially within the Central Business District.

General emergency planning policies. The following general emergency planning policies are adopted:

- 1 - Continue emergency planning which coordinates city and county resources and the resources of the various service agencies by actively participating on the Sacramento County Disaster Commission.
- 2 - Continue to update Sacramento's Emergency Preparedness Plan.
- 3 - Engage in efforts to increase public awareness of appropriate measures to prevent and respond to disasters.
- 4 - Establish evacuation measures and programs for the sheltering and feeding of evacuees.
- 5 - Coordinate with Sacramento County in the establishment of a central communications network for disaster preparedness.
- 6 - Cooperate with the State Office of Emergency Services and the Federal Office of Emergency Preparedness in their efforts to develop improved emergency planning, evacuation planning, and public education on potential disaster.



COMMUNITY DESIGN ELEMENT

Community design policies. The following community design policies are adopted:

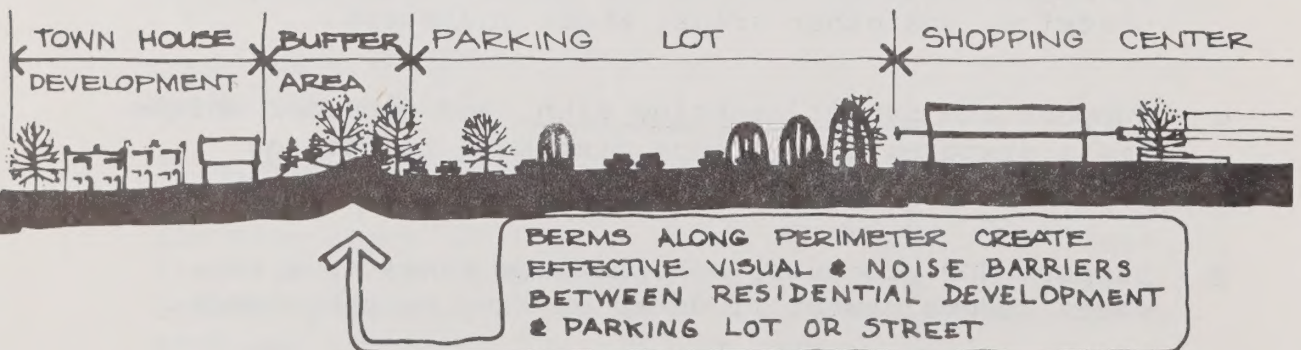
- 1 - Emphasize and promote the characteristics of Sacramento, through its physical elements, which provide an image to its people and a sense of functional relationship in order to enhance the setting and identity of the City.
 - a - Implement the programs for the Open Space and Conservation Elements, particularly the section on urban design through open space amenities and standards.
 - b - Continue efforts to re-establish the Capitol Building and Planning Commission, and implement programs for development of State-owned properties, including the State Capitol Master Plan, by seeking to influence their design so as to provide desired land use mixes, open spaces, landscaping, parking areas, and circulation patterns that will add to the visual attractiveness of the central city area.
 - c - Endorse and implement the Central City Citizens Advisory Committee recommendations to
 - (1) - Encourage creative design features for the Old City,
 - (2) - Improve the circulation and parking in the downtown area so vehicular and pedestrian traffic may move freely without obtrusion from unsightly amenities, and
 - (3) - Recommend that the State accelerate landscaping of freeways in the Sacramento area.
 - d - Update and revise the Street Trees and Planting Areas plan, to emphasize certain districts or neighborhoods.
 - e - Promote unique lighting fixtures within certain areas of Sacramento to give identification and points of interest in order to enhance the image.
 - f - Support the design standards in the Major Street Plan for Sacramento.

- g - Eliminate neighborhood deterioration as described in the Neighborhood Analysis by code enforcement, public improvements, landscaping and provision of open space for visual amenity.
 - h - Require all proposed development along major entry-ways into the City to undergo special architectural review--the role of the Architectural Advisory Committee should be emphasized for this process.
- 2 - Promote the preservation of the City's past resources to enhance the characteristics of the Sacramento community.
- a - Support efforts being made to rehabilitate the Old City and its physical elements.
 - b - Promote Old Sacramento as a tourist attraction and a national landmark in California history.
 - c - Support the Sacramento Historic Museum and its programs and efforts in preserving the past heritage of the City.
 - d - Support efforts to retain significant older structures.
 - e - Support rehabilitation programs for older structures to enhance the original character and charm of the district.
 - f - Support preservation of the remaining significant natural areas that have not been developed by man.
 - g - Initiate a program to designate historic landmarks in the Sacramento community as an education resource of all generations.
 - h - Initiate programs to beautify unsightly streets throughout the Sacramento community.
 - i - Recommend and support programs for the preservation of historically and architecturally significant buildings throughout the City.
- 3 - Improve neighborhood and community environments to provide a sense of pride and identity among its residents.
- a - Design neighborhood areas to reduce impact from noise, pollution and the physical danger of excessive traffic.

- b - Support a balanced park system by locating parks and playgrounds in convenient areas where they will serve the residents of the local neighborhood and provide focal points.
- c - Support coordinated school and park recreational facilities by cooperative action with various school districts to enhance the neighborhood concept.
- d - Initiate a "Mini-Park" design concept to enrich the appearance of Sacramento's neighborhoods where applicable.
- e - Update the community plans of Sacramento with maximum citizens' participation.
- f - Priorities in planning activity should be towards communities that have long-standing physical and social problems.
- g - Promote development of vacant lots which have been bypassed by urban development.
- h - Consider the superblock concept for applicable portions of the Old City to promote, among other reasons, open space for visual amenity.
- i - Review and determine the feasibility of landscaping, street lighting and street furniture to give identification to neighborhoods, thus promoting a sense of pride to the residents.
- j - Encourage comprehensive neighborhood beautification programs through landscaping, tree planting, home improvement, and general maintenance to increase neighborhood pride and improved neighborhood appearance.
- k - Initiate a schedule and criteria for updating the City's community plans.
- l - Re-examine, with public participation, community plan boundaries for the purposes of combining the many smaller planning areas into geographically larger units more reflective of the common social and economic interests of community residents and of the physical attributes and problems common to the various communities.
- m - Formulate, with public participation, a priority program for the development of the various community plans, with emphasis on communities having long-standing physical and social problems.

- n - When undertaking a community plan, establish a citizens advisory committee made up of community residents. A CAC should be advisory to both the Council and the Planning Commission. Members of the CAC should be appointed by mutual agreement of the Council members in whose districts the community lies. The Planning Commission may recommend a list of prospective CAC candidates.
 - o - Provide the CAC's with technical assistance from the Planning Department staff for the purpose of establishing community goals and plan alternatives for presentation to the Planning Commission and Council.
- 4 - Promote improvement of Sacramento's urban environment to reflect each community's desire for a more attractive environment and the development of a coordinated comprehensive program to enhance the City's appearance.
- a - Encourage more utilization of the PUD concept in the Sacramento community to enhance the visual image of neighborhoods and communities.
 - b - Initiate action to amend the Subdivision Ordinance to require all utilities in future development to be underground.
 - c - Initiate amendment of the Zoning Ordinance to provide for designation of major entryways into the City as scenic corridors, and to provide for their beautification.
 - d - Review the City's Sign Ordinance and initiate more stringent regulations for the Central Business District, and other areas, where indicated.
 - e - Support the Street Lighting Plan, and consider unique light fixtures for various districts to give an identity to the area, such as in Old Sacramento.
 - f - Support NDP projects, and continue assistance towards redevelopment of deteriorating neighborhoods.
 - g - Encourage trails systems throughout the Sacramento community for bicyclists, pedestrians, and equestrians which are separate from the vehicular circulation system.

- h - Coordinate with utility districts to enhance the visual amenity of the City by study of the potential feasibility of using rights-of-ways for recreation or linear open space.
- i - Adopt and implement the Gold Rush Parkway Plan to promote the development of the American River as a regional scenic corridor.
- j - Seek to influence the development of State-owned properties including the Capitol Master Plan. These areas should be designed to provide desired land use mixes, open spaces, landscaping, parking areas and circulation patterns that will add to the visual attractiveness of the Central City area.
- k - Coordinate with the County in developing common urban design standards which will lead to consistent treatment of bordering areas, particularly along entrances to the City.
- l - Re-examine the zoning and subdivision ordinances and investigate other mechanisms for the purpose of encouraging more practical, harmonious development of irregularly shaped or sized lots and of sparsely developed areas within the urban complex.
- m - Encourage energy-saving practices in the design and development of communities, neighborhoods and individual structures.



NOISE ELEMENT

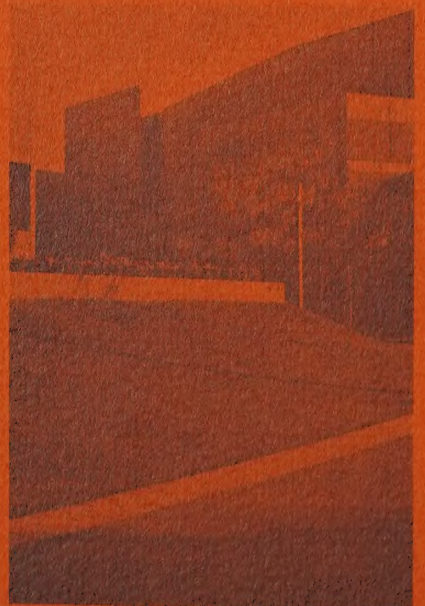
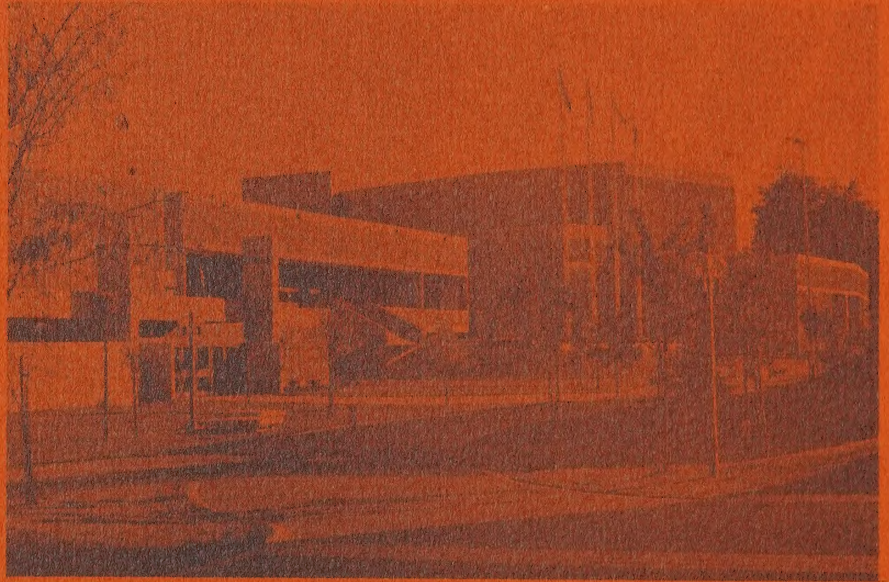
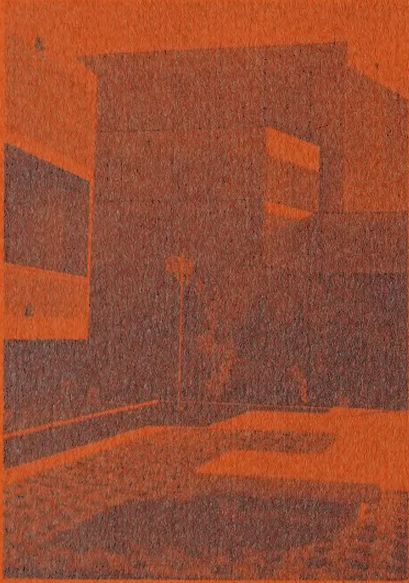
Noise policies. The Noise Element preliminary draft, including policies, is scheduled for completion and public hearings beginning early next year. Adoption by the City Council is anticipated by March 20, 1975.

AIR POLLUTION ELEMENT

Air pollution policies. The following air pollution policies are adopted:

- 1 - Continue to prevent or reduce air pollution in the City wherever possible by working closely with environmental health officials in curtailing existing fixed pollutant sources, and by taking appropriate measures to ensure clean air standards for all new land uses.
- 2 - Continue to develop plans which encourage the use of bicycles as a form of commuter transportation so as to reduce the contaminant emissions from motorized vehicles.
- 3 - Encourage the development of fringe parking lots for cars and bicycles along Sacramento Regional Transit District routes as well as at major shopping centers.
- 4 - Conform with air pollution control measures as finally approved by the Environmental Protection Agency, and any subsequent replacement measures by the California Air Resources Board should these be submitted and approved.
- 5 - Encourage the use of techniques to reduce the number of motor vehicle trips taken and thus the amount of related air pollutants. These should include, but not be limited to, providing more bicycle parking and routes, and car pooling incentives.

EFFECTUATION



EFFECTUATION

The General Plan in itself is not an effectuation tool that guarantees implementation of the physical development proposals embodied therein. This is accomplished by both general and specific policies which set forth given courses of action. Specific policies of the General Plan are listed in the appropriate elements. Many of these policies state a particular instruction for land use decision-making and are complete in themselves. Others suggest specific kinds of information and programs that must be developed to provide basic tools for implementing the policies contained in the General Plan.

- 1 - It is the policy of the City of Sacramento to continue to direct urban growth through orderly expansion of development adjacent to its existing urban fringe.

The City has experienced to date little of the leap frog urban sprawl type of development characteristic of many cities in California. The existing relatively compact urban pattern has largely been achieved through judicious extension of public utilities necessary for urban growth, coupled with a long-standing City policy of requiring a full range of municipal facilities as the first step in the urban development process.

Secondly, there has been a continuing opportunity to expand these urban services on a reasonably rational step by step, acreage by acreage, parcel by parcel basis.

Finally, as the historic center of the metropolitan area and as the location of a concentrated employment base, Sacramento has continued to experience over the years a demand for close-in residential neighborhood development. It is believed that as the overall Sacramento metropolitan urban area continues to expand in terms of population growth, regardless of the pace, there will always be a demand for close-in compact urban living as contrasted to outer suburban fringe living.

- 2 - It is the policy of the City of Sacramento to direct urban growth through use of the Environmental Impact Review process.

It is believed that the Environmental Impact Review process should be used as a comprehensive tool for evaluating future and extended development patterns of the City. In this manner extended growth can be continuously studied, evaluated and directed to achieve a maximum of community values for existing and future population increments, regardless of growth rate fluctuations over the coming years.

Contrasted with prior processes, the Environmental Impact Review process makes it possible to include comprehensive inputs into any development plan at the earliest possible date and particularly prior to the implementation stage. By this process, both major public and private improvement proposals can be evaluated to determine the physical, social and economic impact upon the City.

- 3 - It is the policy of the City of Sacramento to intensify coordination of planning efforts with other public and private agencies.

General and precise plans of the City which relate to other jurisdictions of special interest groups should be coordinated with the programs and aims of these agencies or groups. Every effort should be made to follow the coordination process from the planning stage through the implementation stage in order to achieve better and more comprehensive results for all concerned.

- 4 - It is the policy of the City of Sacramento to continue to improve programs directed at enhancing the quality of the urban development.

Underlying this policy is the recognition that man can make the surroundings in which he lives and works a better place through improved site design, beautification programs, the identification and conservation of open space and natural areas, and through any other specific programs which deal directly with enhancing the urban environment. This includes the selective use of urban renewal programs which encourage rehabilitation through rebuilding of deteriorating neighborhoods, rather than mass demolition. Thus, quality environment through application of sound development and redevelopment principles is recognized as a significant measure of urban progress.

5 - It is the policy of the City of Sacramento to improve the planning process in order to better provide for the needs of its residents. To accomplish this the following programs or policies are proposed:

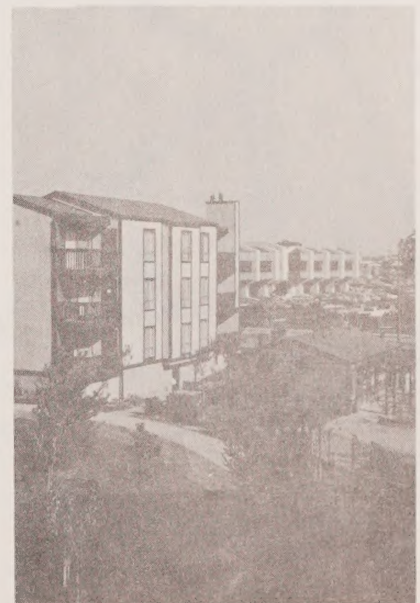
- a - Initiate a procedure for Planning Commission review and comment on the City's yearly Capital Improvement Program.
- b - Develop a cost/benefit analysis system for utilization by the City's policy making bodies for determining the financial impact of proposed major developments within the City.
- c - Direct the Planning Commission to prepare an annual progress report on the planning tasks listed in the previously mentioned priority categories. This report should be made available to the City Council and to the public.
- d - Review the Zoning Ordinance and rezone land to be consistent with the policies of the General Plan.
- e - Review land uses for zoning consistency as part of the community plan update process, and make the appropriate changes.
- f - Evaluate and establish, where appropriate, new ordinances and performance standards for the implementation of the policies in the General Plan.



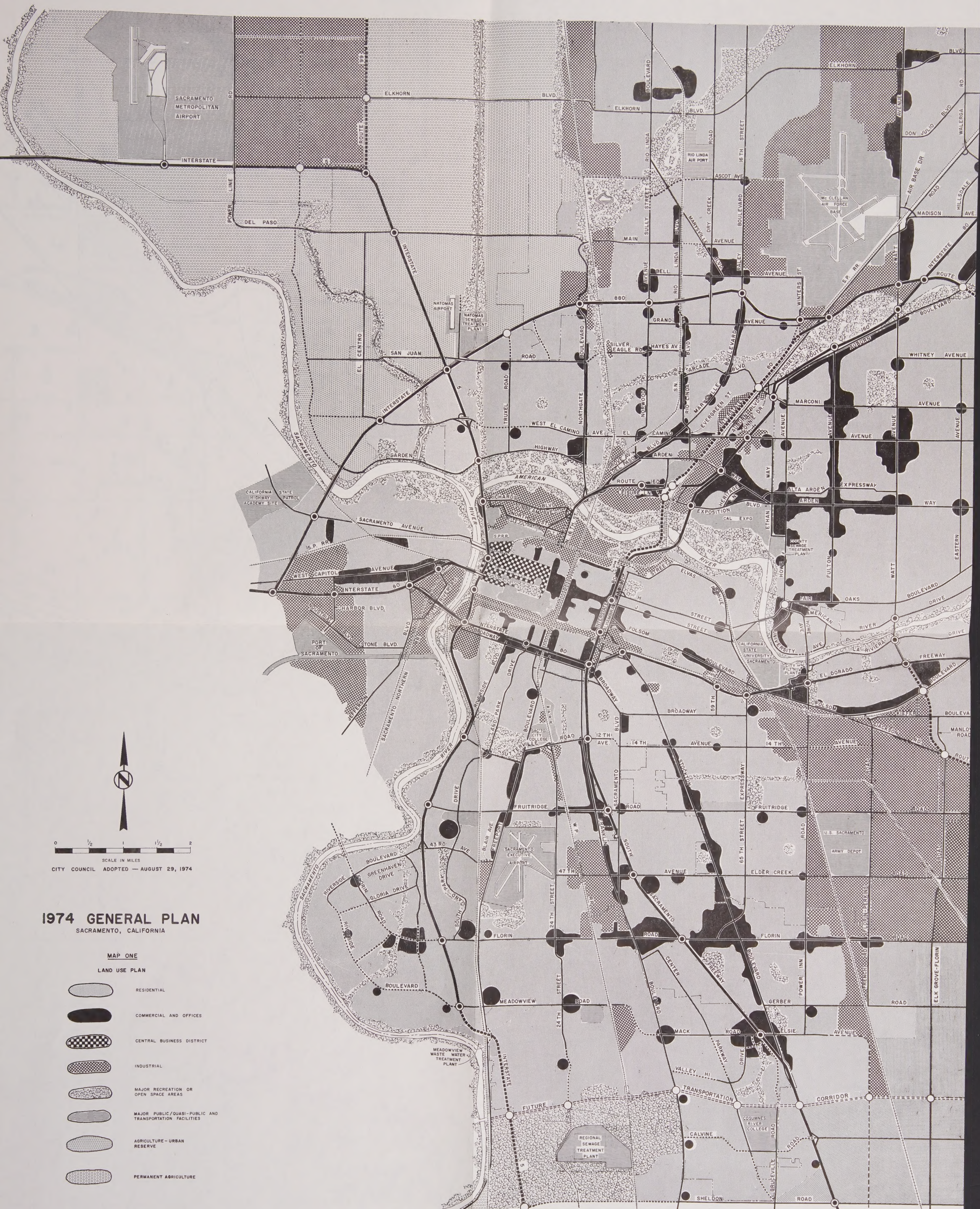
Historically redeveloped Old Sacramento



Agriculture preserve land in Natomas area



Planned unit development at Point West



SACRAMENTO METROPOLITAN AIRPORT

INTERSTATE

ELKHORN BLVD

ROUTE 199

DEL PASO

SAN JUAN

INTERSTATE

EL CENTRO

TRUKEL ROAD

GARDEN

SACRAMENTO AVENUE

WEST CAPITOL AVENUE

INTERSTATE 80

HARBOR BLVD

PORT OF SACRAMENTO

SACRAMENTO NORTHERN

BLVD

DRIVE

BOULEVARD

GREENHAVEN DRIVE

GLORIA DRIVE

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MEADOWVIEW

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INTERSTATE

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SCALE IN MILES

CITY COUNCIL ADOPTED - AUGUST 29, 1974

1974 GENERAL PLAN SACRAMENTO, CALIFORNIA

MAP ONE

LAND USE PLAN

- RESIDENTIAL
- COMMERCIAL AND OFFICES
- CENTRAL BUSINESS DISTRICT
- INDUSTRIAL
- MAJOR RECREATION OR OPEN SPACE AREAS
- MAJOR PUBLIC/QUASI-PUBLIC AND TRANSPORTATION FACILITIES
- AGRICULTURE - URBAN RESERVE
- PERMANENT AGRICULTURE



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